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DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

FAIRCHILD SERVICE BULLETIN AIMED AT CORRECTING PROP BOOT PROBLEM

Fairchild Aircraft Corp. has issued a service bulletin designed to resolve a problem regarding deice boots on the propellers of Fairchild Metro and Merlin aircraft. Issuance of the service bulletin was necessitated by an earlier FAA airworthiness directive on the aircraft, which would have prohibited their flight into known or forecast icing conditions after Nov. 24 unless the deice system was operating properly.

FAA issued the AD because Metro and Merlin operators were experiencing low voltage at the prop heating elements or low ammeter indications. Operators had previously been able to operate into icing conditions when there were indications of insufficient current in the boots by repeatedly applying Icex, a substance designed to prevent the accumulation of ice, directly to the propellers. FAA, however, determined that use of Icex would no longer be a substitute for proper operation of the deice system and planned to prohibit flights into icing conditions if there were indications the system was not operating properly.

Metro operators told *BA* that in most cases the boots were receiving sufficient current to melt any ice that formed; the problem has been that the ammeter readings were consistently below the proper readings because of a voltage drop from the power source to the boots/ammeter installations. Inability to fly into icing conditions would have had a severe impact, particularly on scheduled operators.

A service bulletin issued Nov. 4 on SA226 Metro II and Merlin III/IV aircraft provides three compliance options to resolve the problem. These include either the installation of new relays and grounds; installation of heavier gauge wires; or, installation of a new B.F. Goodrich Hot-Prop Kit P/N 67-028. A separate service bulletin on SA227 Metro III and Merlin IIIC and IVC aircraft was to be issued late last week or early this week. Fairchild said the problem with the SA227 is primarily an instrument calibration situation, but the advisory circular also provides a means of increasing current to the prop boots if necessary.

BRITISH AEROSPACE HOPES TO ANNOUNCE PSA ORDER FOR 20 146 AIRCRAFT

British Aerospace officials hope to be able to announce a major order for as many as 20 BAe 146-200 jets from Pacific Southwest Airlines at this week's Regional Airline Association convention in the Bahamas. A BAe spokesman said last week that the company is planning a major announcement this week for the aircraft, but would not confirm that PSA is the customer. A PSA official, however, when asked about a major order for the 100-seat, four-engine turbofan, replied, "It's a possibility." He confirmed that PSA has had serious discussions with BAe about the aircraft, but said no contract has yet been signed. He also noted that representatives of both McDonnell Douglas and Boeing are pursuing a sale with the carrier. A final decision on new aircraft is likely to be made at today's (Monday's) meeting of the PSA board of directors.

PSA officials are planning to phase out their fleet of Boeing 727s and are interested in a new aircraft with a seating capacity of 100 or slightly above to complement its DC-9-80 fleet. The PSA spokesman said an aircraft with about 100 seats is desired for competitive reasons and said the carrier wants an airplane it can put into service in the near future.

If PSA does decide on the 146, it would be a major boost for the BAe program. BAe has 18 firm orders for the aircraft and options for 20 more. Of the 18 firm orders, six aircraft have been delivered including two each to Air Wisconsin, Dan-Air and the Royal Air [illegible]e. Air Wisconsin is scheduled to receive its third 146 next month *(see related item on Page 158).*

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — OCTOBER UNIT SHIPMENTS

		Oct. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	4	0
BE-C23	Sundowner	2	14	2
BE-C24R	Sierra	0	3	0
BE-F33A	Bonanza	1	14	1
BE-V35B	Bonanza	0	4	0
BE-A36	Bonanza	3	52	3
BE-B36TC	Bonanza	5	53	5
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	4	0
BE-58	Baron	3	29	3
BE-58TC	Baron	0	3	0
BE-58P	Baron	0	8	0
BE-76	Duchess	0	8	0
BE-B60	Duke	0	8	0
BE-C99	Airliner	2	14	2
BE-C90-1	King Air	0	13	0
BE-F90-1	King Air	3	15	3
BE-B100	King Air	0	4	0
BE-200	Super King Air	1	51	1
BE-200C	Super King Air	0	13	0
BE-200T	Super King Air	0	1	0
TOTAL		20	328	20
Manufacturers net billing - $10,769,203				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	0	15	0
HS-748		1	7	1
BAe 146-100		1	5	1
BAe 146-200		0	2	0
HS-125-700	Model A	2	8	2
HS-125-700	Model B	0	9	0
TOTAL		4	46	4
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	*	7	*
BN-2T	Islander	*	2	*
Mark III	Trislander	*	1	*
TOTAL		*	10	*
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		1	159	1
CE-A152	Aerobat	1	8	1
CE-172	Skyhawk	6	197	6
CE-172	Cutlass	0	18	0
CE-172RG	Cutlass	4	48	4
CE-182	Skylane	7	72	7
CE-122	Turbo Skylane	0	16	0
CE-182RG	Skylane RG	3	29	3
CE-182RG	Turbo Skylane RG	0	18	0
CE-185	Skywagon	2	22	2
CE-U206	Stationair 6	3	59	3
CE-TU206	Turbo Stationair 6	1	48	1
CE-208	Stationair 8	0	6	0
CE-TU208	Turbo Stationair 8	1	5	1
CE-210	Centurion	3	22	3
CE-T210	Turbo Centurion	3	46	3
CE-P210	Pressurized Centurion	1	22	1
CE-188	AgHusky	0	17	0
CE-188	AgTruck	0	20	0
• Multi-Engine				
CE-303	Crusader	3	52	3
CE-335		0	1	0
CE-340		1	20	1
CE-402		2	18	2
CE-404	Titan	0	0	0
CE-414	Chancellor	0	9	0
CE-421	Golden Eagle	0	26	0
CE-425	Conquest I	2	28	2
CE-441	Conquest II	3	17	3
CE-500	Citation I	0	10	0
CE-550	Citation II	4	26	4
CE-650	Citation III	2	13	2
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	15	0
CE-F152	Aerobat	3	4	3
CE-F172	Skyhawk	1	19	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		57	1,090	57
Manufacturers net billing - $31,015,025				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	0
AD-My.20	Falcon	0	3	0
AD-My.200	Falcon	0	6	0
AD-My.50	Falcon	0	12	0
TOTAL		0	22	0
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		1	7	1
DHC-7		0	3	0
TOTAL		1	10	1
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	2	13	2
EMB-710	Carioca (PA-28-235 Dakota)	0	2	0
EMB-711	Corisco (PA-28RT-201 Arrow)	2	4	2
EMB-712	Tupi (PA-28-181 Archer II)	0	2	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	3	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	3	0
• Multi-Engine				
EMB-110	Bandeirante	0	10	0
EMB-121	Xingu	0	1	0
EMB-810D	Seneca II	2	31	2
EMB-820	Chieftain	0	1	0
TOTAL		6	70	6
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		1	1	1
Merlin IV-C		0	7	0
Metro III		0	9*	0
Expediter		5	12**	5
TOTAL		6	29	5

* Figure has been reduced by one. Fairchild reported a Metro III delivery for September that did not take place.
** Figure has been increased by seven to reflect unreported September deliveries.

GATES-LEARJET				
• Multi-Engine				
LR-25D		0	5	0
LR-35A		0	4	0
LR-36A		0	2	0
LR-55		0	13	0
TOTAL		0	24	0
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	27	3
AE-840	Turbo Commander	0	5	0
AE-900	Commander 900	1	8	1
AE-980		0	0	0
AE-1000		1	11	1
TOTAL		5	51	5
Manufacturers net billing - $37,602,000 (Exports: 1 GR-1159A to U.K. and Kuwait)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	7	0
TOTAL		0	7	0

		Oct. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	19	3
LA-250	Renegade	0	2	0
TOTAL		3	21	3
Manufacturers net billing - $305,636				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	0
M-5-200		1	1	1
M-5-235C	Lunar Rocket	2	6	2
M-6-235		0	25	0
TOTAL		3	33	3
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	5	0
Diamond		0	28	0
TOTAL		0	33	0
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	7	72	7
M-20K	231	5	43	5
TOTAL		12	115	12
(Exports: 1 201 to Canada)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	10	0
PA-28-161	Warrior	9	98	9
PA-28-181	Archer II	7	69	7
PA-28-236	Dakota	0	20	0
PA-28RT-201	Arrow IV	0	1	0
PA-28RT-201T	Turbo Arrow IV	1	39	1
PA-32-301	Saratoga	0	18	0
PA-32-301T	Turbo Saratoga	1	7	1
PA-32R-301	Saratoga SP	2	19	2
PA-32R-301T	Turbo Saratoga SP	2	32	2
PA-36-375	Pawnee Brave	0	10	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	3	0
PA-31-325	Navajo C/R	1	10	1
PA-31-350	Chieftain	1	27	1
PA-31P-350	Mojave	2	12	2
PA-31T-501T	Cheyenne I	2	4	2
PA-31T-501T	Cheyenne IA	0	4	0
PA-31T-620	Cheyenne II	0	6	0
PA-31T2-620	Cheyenne II XL	0	7	0
PA-42-720	Cheyenne III	0	9	0
PA-42-720	Cheyenne IIIA	1	3	1
PA-34-220T	Seneca III	6	60	6
PA-44-180	Seminole	0	15	0
PA-44-180T	Turbo Seminole	0	1	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	0	12	0
PA-T1020		4	6*	4
PA-T1040		1	5	1
TOTAL		40	509	40
Manufacturers net billing - $9,400,000				
* Piper previously reported delivery of four T1020s in September, but those four aircraft were not delivered until October. Therefore, calendar year T1020 figure remains at six.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	0
TOTAL		0	1	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	5	0
SD-3-60		1	20	1
TOTAL		1	26	1
	SINGLE-ENGINE	95	1,533	95
	MULTI-ENGINE	63	892	63
	GRAND-TOTAL	158	2,425	158

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	October			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	20	26	77	328	452	1,041	20	26	77
British Aerospace	4	0	3	46	21	27	4	0	3
Britten-Norman	*	1	3	10	13	28	*	1	3
Cessna	57	107	247	1,090	1,910	4,001	57	107	247
Dassault	0	7	6	22	51	71	0	7	6
De Havilland	1	*	*	10	*	*	1	*	*
Embraer	6(0)	7(7)	13(6)	70(11)	155(64)	168(66)	6(0)	7(7)	13(6)
Fairchild	6	1	7	29	31	56	6	1	7
Gates	0	5	11	24	76	105	0	5	11
Gulfstream	5	8	10	51	70	261	5	8	10
Israel	0	*	1	7	18	31	0	*	1
Lake	3	2	4	21	17	47	3	2	4
Maule	3	3	0	33	33	37	3	3	0
Mitsubishi	0	1	3	33	22	34	0	1	3
Mooney	12	14	25	115	151	296	12	14	25
Piper	40	82	166	509	858	2,192	40	82	166
Rockwell	0	0	2	1	2	35	0	0	2
Short	1	0	1	26	12	13	1	0	1
TOTAL	158	264	579	2,425	3,892	8,443	158	264	579

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.